Agriculture and Forest Secretariat

NOTIFICATION.

Bangalore, dated 18th December 1967.

S. O. 2446.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras area, the Government of Mysore hereby.—

(i) declares that it is proposed to constitute the lands in Udipi Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest ;

(ii) appoints the Forest Settlement Officer, Mangalore, to be the Forest Settlement Officer for purpose of clause (c) of the said section ; and

(iii) appoints the Divisional Forest Officer, Coondapur, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under sections 11, 12 and 13 of the said Act.

SCHEDULE.

Name of the District	...	South Kanara
Name of the Taluk	...	Udipi
Name of the Village	...	Heggunje
Name of the Block	...	Heggunje Block III (Extension Kadur Block).
Survey Field No.	...	164/1
Area	...	38.00

BOUNDARY DESCRIPTION

North.—Starting from station No. 0. a point near the Mayurkombe road in S. No. 164/1 of Heggunje Village, the demarcation line runs East wards to station No. 2 through

station No. 1 over a distance of 480 links. Then the line runs in the South-Eastern direction to station No. 5 over a distance of 820 links. The bearings and distance from station to station are as follows:—

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links
0	1	98	280
1	2	112½	200
2	3	156	2c0
3	4	122	240
4	5	151	300

East.—From station No. 5 the demarcation line runs in South-West direction to station No 7 through station No. 6 over a distance of 560 links. Then it runs in the Southern direction to station No. 10 through station No. 7 to 9 over a distance of 860 links. Then it runs in the South East direction to station No. 11 over a distance of 360 links. From here it runs to South and proceeds to station No. 12 over a distance of 280 links. Then onwards it runs to South-West over a distance of 520 links to station No. 14 through station No. 13. Then it runs in the Southern direction to station No. 18 through station Nos. 15 to 17 over a distance of 800 links. The bearings and distances from station to station are as follows.—

Station Numbers From	To	Bearings in degrees in F. B.	Distances in links
5	6	201	280
6	7	251	280
7	8	160½	260
8	9	169	260
9	10	154	340
10	11	114½	360
11	12	182	280
12	13	245	320
13	14	226	200
14	15	159	200
15	16	185½	260
16	17	179	180
17	18	170	160

South.—From station No. 18 the demarcation line turns to West and runs in the South-West direction to station No 19 over a distance of 220 links. From this station the line again runs in the North-West direction to station No. 28 through stations 20 to 27 over a distance of 2620 links The bearings and distances from station to station are as follows.—

Station Numbers From	To	Bearings in degrees.in F.B.	Distances in links.
18	19	248	220
19	20	280	300
20	21	302	220
21	22	287	360
22	23	309	340
23	24	327	340
24	25	290	280
25	26	306	280
26	27	299	240
27	28	272	260

West.—From station No. 28 the demarcation line runs Northward and reaches station No. 29 over a distance of 280 links. Then the line turns to East and runs in the North-East direction to station No. 30 over a distance of 380 links. Then again the line runs in the Northern direction to station No. 31 over a distance of 180 links. Hereafter the demarcation line runs in the South-East direction to station No. 34 through stations 32 and 33 over a distance of 1240 links. Then the line runs in the North-East direction to station No. 35 over a distance of 600 links. Then it proceeds in the Northern direction to station No.37 through station No. 36 over a distance of 1220 links. Thence it proceeds in the North-East direction to station No. 30 through station No. 38 over a distance of 460 links. From station No. 39 the line runs in the Northern direction to

station No. 0 over a distance of 260 links. The bearings and distances from station to station are as follows :—

Station Numbers From	To	Bearings in degrees in F. B.	Distances in links.
28	29	345	280
29	30	71	380
30	31	31	180
31	42	109	220
32	33	127	220
33	34	115	800
34	35	23	600
35	36	354	560
36	37	343½	660
37	38	20	200
38	39	17½	260
39	0	345½	260

Right of ways.—Mayurkombe-Kokkarne road; This road enters the block between cairn No. 1 and 2 and runs inside the block parallel to the Western boundary of the block upto cairn No. 35 and leaves the block between cairn No. 24 and 25.

Shiroor Cart track.—This cart track enters the block between cairn No. 5 and 6 and runs inside the block and then joins the Mayurkombe-Kokkarne road.

Foot Path: Kendodi bail.—This foot path diverts from the road and enters the block near cairn No. 24 and runs parallel to the southern boundary of the block and leaves the block between cairn No. 19 and 20 to Kendodi bail.

Other Privileges :—

1. Free grazing of cattle by the villagers inside the block.

2. Free removal of green manure leaves for tee *bona fide* use by the ryots.

3. Free removal of dry fuel for the *bona fide* use by the villagers.

4. Free removal of Muligrass for the *bona fide* use by the ryots.

Remarks.—This is an extension to Kadur Block.

[No. AFD 127 FAF 67.]

By Order and in the name of the Governor of Mysore,

1680 M. W. WINSTON, *Under Secy.*